REMARKS

Claims 1-9 are presently pending of which claims 1, 2, 3, and 7 have been rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 4,332,306 (Turatti). The arguments advanced in support of this rejection are set forth in paragraph 2 on pages 2 and 3 of the Official Action, and not herein repeated.

Further, claims 4-6, 8 and 9 have been rejected under 35 U.S. §103(a) as obvious over Turatti and U.S. Patent No. 4,910,445 (Borrmann). The Examiner's arguments in support of this rejection are set forth in paragraph 4 on pages 3 and 4 of the Official Action, and not herein repeated.

Applicant respectfully traverses both grounds for the rejection of claims 1-9. No amendments to the claims are believed to be necessary.

The newly cited Turatti reference discloses an ignition and steering wheel lock. The lock can be turned manually with a key 4 to connect various terminals, i.e. current supply and ignition according to the rotary setting. The steering wheel lock comprises of a bolt 5 and a locking mechanism 6. A locking pin 8 can be run into the bolt 5 and hence into the steering post and withdrawn therefrom electromagnetically by means of a coil 7. The coil 7, as shown in Figs. 1 and 4, comprises only two connections 16a and 16b. Accordingly, as the coil is energized or not, the steering wheel is locked or unlocked.

Turatti's steering wheel lock is locked only when the vehicle is not in motion. This requires sensors detecting motion of the vehicle. For example, there is a fixed contact 19 that is under voltage when the ignition lock is held in operating position. Depending on the setting, the locking pin 8 can then be withdrawn from the bolt 5 or moved into it by way of the coil 7.

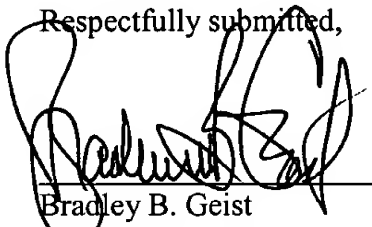
The Turatti device, however, has nothing to do with the present invention, which requires an electric motor having three lines for control of the motor. In the present invention, by way of example, the electric motor moves the bolt, which is capable of locking the steering wheel. However, for triggering the device there are additional safety features, i.e. the voltages impressed on the electric motor must be correct and must specify the direction of rotation; and further, a control line is required, which likewise specifies the direction of actuation. No similar triggering and security means are disclosed or suggested in the prior art. In the prior art, there is only triggering by way of two lines, where either there is voltage on the coil (coil energized) or there is not (coil de-energized).

Borrmann (US 4,910,445) likewise discloses only an electric motor 6 triggered by way of two connections. According to the instant polarity, the electric motor can change its direction of rotation. For this purpose, various switches S11, S12 and RS are provided, cutting in the direction of rotation desired at the time. Here again, there is no disclosure or suggestion of having three different trigger lines for the electric motor, and no dual security means.

Claims are silent WRT bolt, Locking of steering wheel etc. Applicant absolutely cannot argue the patentability based one disclosure. Any argument must base on the claimed subject matter.

In view of the foregoing differences between the claims of the present invention and the prior art, Applicant respectfully request reconsideration and favorable action on the merits by the Examiner.

Respectfully submitted,



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